

FIA5616 EDDM-LUKK | LOAD AND TRIM SHEET

Scheduled time of departure	Aircraft (Type A321 / SN 06087)	Type of Operation
05 NOV 2025 10:50 Z	ER00009 / PAX FLIGHT	Scheduled

Pilots PIC (PF) COP	Cabin crew CC ACM	Persons on board Total PAX / Infants / Crew	Dispatcher Name Flight plan edition	Fuel Remaining / Uplift Min. required / Ramp	Add. uplift	De-icing Holdover time Step 1 / Step 2
LUI ALM	VAB / TIP / PAS / CUL / OPA	129 121 / 1 / 7	SATIGHIN V. 05 NOV 2025 06:03 Z	5600 / 3900 KG 8338 / 9500 KG		

Load envelope	Load summary	Weight	Max.	%MAC	Load distribution	Weight	Load details																																																																																										
	<table> <tbody> <tr> <td>Basic operating</td> <td>48397 KG</td> <td>21.0</td> <td>PAX section 1</td> <td>1316 KG</td> <td>MFCI: 7/9/2/0</td> </tr> <tr> <td>Crew</td> <td>545 KG</td> <td></td> <td>PAX section 2</td> <td>2931 KG</td> <td>MFCI: 17/20/1/1</td> </tr> <tr> <td>Passengers</td> <td>9143 KG</td> <td></td> <td>PAX section 3</td> <td>2070 KG</td> <td>MFCI: 10/17/0/0</td> </tr> <tr> <td>Cargo</td> <td>599 KG</td> <td>12837 KG</td> <td>PAX section 4</td> <td>2826 KG</td> <td>MFCI: 17/17/4/0</td> </tr> <tr> <td>Payload</td> <td>9742 KG</td> <td>25403 KG</td> <td>Total PAX</td> <td>9143 KG</td> <td>MFCI: 51/63/7/1</td> </tr> <tr> <td>Zero fuel</td> <td>58139 KG</td> <td>73800 KG</td> <td>28.8</td> <td></td> <td></td> </tr> <tr> <td>Ramp fuel</td> <td>9500 KG</td> <td>18879 KG</td> <td>Forward hold 1</td> <td>-</td> <td>-</td> </tr> <tr> <td>Ramp</td> <td>67639 KG</td> <td>89400 KG</td> <td>Forward hold 2</td> <td>-</td> <td>-</td> </tr> <tr> <td>Taxi fuel</td> <td>300 KG</td> <td></td> <td>Aft hold 3</td> <td>599 KG</td> <td>CRSB: 34/0/0/0</td> </tr> <tr> <td>Take-off fuel</td> <td>9200 KG</td> <td></td> <td>Aft hold 4</td> <td>-</td> <td>-</td> </tr> <tr> <td>Take-off</td> <td>67339 KG</td> <td>89000 KG</td> <td>Aft hold 5</td> <td>-</td> <td>-</td> </tr> <tr> <td>Trip fuel</td> <td>5161 KG</td> <td></td> <td>Total cargo</td> <td>599 KG</td> <td>CRSB: 34/0/0/0</td> </tr> <tr> <td>Landing fuel</td> <td>4040 KG</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Landing</td> <td>62179 KG</td> <td>77800 KG</td> <td>Main tanks</td> <td>9500 KG</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total fuel</td> <td>9500 KG</td> <td>Ballast: 0 KG</td> </tr> </tbody> </table>	Basic operating	48397 KG	21.0	PAX section 1	1316 KG	MFCI: 7/9/2/0	Crew	545 KG		PAX section 2	2931 KG	MFCI: 17/20/1/1	Passengers	9143 KG		PAX section 3	2070 KG	MFCI: 10/17/0/0	Cargo	599 KG	12837 KG	PAX section 4	2826 KG	MFCI: 17/17/4/0	Payload	9742 KG	25403 KG	Total PAX	9143 KG	MFCI: 51/63/7/1	Zero fuel	58139 KG	73800 KG	28.8			Ramp fuel	9500 KG	18879 KG	Forward hold 1	-	-	Ramp	67639 KG	89400 KG	Forward hold 2	-	-	Taxi fuel	300 KG		Aft hold 3	599 KG	CRSB: 34/0/0/0	Take-off fuel	9200 KG		Aft hold 4	-	-	Take-off	67339 KG	89000 KG	Aft hold 5	-	-	Trip fuel	5161 KG		Total cargo	599 KG	CRSB: 34/0/0/0	Landing fuel	4040 KG					Landing	62179 KG	77800 KG	Main tanks	9500 KG					Total fuel	9500 KG	Ballast: 0 KG						
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MFCI (PAX types): Male / Female / Child / Infant | CRSB (Bag types): Check-in / Rush / Sky-check / Ballast

Acceptance Statement: This document is prepared and Accepted by Pilot in Command (PIC). The PIC Acceptance confirms correct completion and acceptance of the Mass and Balance, OFP, Crew Pre-Flight Inspection, Security Search, Ground Anti-/De-icing (if any), Aircraft Defects, and Sufficient Fuel and Oil for the planned trip. The OFP has been verified against the FMS Database. The PIC confirms that CM1 and CM2 have passed Route and Aerodrome Competence.